

## THE BELL-PUNCH

YANKEE WOMAN'S INVENTION

**Interesting History—Saving \$250,000 to the  
Street-Car Companies of the United States—  
How It Finally Fell Into Dis-  
use—Its Use Here.**

One day in the latter part of last week a railroad reporter, walking through Chatham Square, was hailed by a conductor on a passing car. His "hi! hi! hi!" had a familiar sound, and the car stopped the reporter jumped on, and was pleased to find his old friend of the week before last, who had already been designated "College Professor." After a friendly greeting he said to young man, I wish you to correct one or two inaccuracies in your account of last week."

What are they?" was asked.

Then, the president of this company, was asked to state, the New York City Railroad Company.

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the ordinary sports, and as a consequence were very small. Well, in Buffalo there are two or three big railroads, and in 1974 a Mr. Small was superintendent of one. He was a quiet, plodding fellow, but his level bent to succeed in his position. Like many others, he was greatly bothered by his inductors "knocking down" and I suppose carried his troubles home, and, like a sensible man, he asked, told his wife. His wife, a Vermont school-teacher, well up in mathematics, philosophy, natural history, and engineering, like a sensible woman and a good wife, shared her husband's troubles.

trouilles, and taxed her mind and ingenuity to find a way to get out of the situation without incurring so much wrath. She kept her eyes on the conductor, and saw him go to the ticket collector's side. She then came home on her own, and in her pocket she had an ordinary ticket. She had not been able to get any of the various ways, she got an old tin pepper-bottle and it did not go to the punch where the little note was punched. She then went to the ticket collector's side and got there first, and still showed her some by saying, "I have a ticket, but it is not punched." "My dear, I can stop your conductors stealing," he looked rather incredulous, but as he knew she was a woman of her word, he gave her the ticket. His wife got the punch, the pepper-bottle, and her money, and her conductors.

"I noticed conductors on steam cars punching some tickets and I checked I refused to give it and make the conductors carry the tickets. I have a ticket, but it is not punched," she said the ticket for every fare, and instead of the little elite punched out we have them drawn out. I have a ticket, but it is not punched. I have a little register to tally when the punch is used. I have a ticket, but it is not punched. I have a little fare is collected. So there will be for weeks for each fare.

It is a very interesting and understanding

highly, was more enthusiastic than the little 'saucy schoolmarm.' He got a model made, applied for a patent, and it was rejected, as there was a patent with a box attached to a punch in old clippings. Well, after much trouble and according to California, the patent was bought and a new application made for the new combination.

was successful. Some gentlemen then took, organized a company, and paid Mr. Smith a modest sum of \$100,000 for his patent, besides giving him an interest in it for the whole of Europe. Colt's Pistol Company took the contract and made them.

Small and small towns they were a success. But the great desideratum was to obtain the New York city horse-car companies. A. W. Richmond, son of old Dean Richmond, was largely interested, and was the general agent for the United States. He came on to New York, and none of the companies would touch them. They said it was impracticable and no conductor could use the cars with such loads as were carried in New York.

It was a fortnight, to give the second company a chance, to get the New York and New Haven Railroad, to grant them a special trial. At that time no conductor could

ake his earnings at least \$8 per day, and the driver could get half as much. I know many drivers who considered \$50 for their day's work very poor. Time spotters, starters, switchmen, all came in for a little, so that when the anchors were put on the Second Avenue Railroad, the superintendent was known as the superintendent down to the hill boy who was determined to kill them. In a few days receipts were less with punches than without, as conductors put their pockets and used them when they saw fit. The result, they were ignominiously fired off the road. The superintendent was offered \$10,000

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Well, first the Punch Company got 40 cents a day for each punch used, then 25 cents, 20 cents, 15 cents, and 10 cents. When Phillips wanted to contract for five years at 5 cents per day the Punch Company refused. They were then put off the third avenue, and the subsequent exposure of their being wrongfully opened hurt them, and to

ay they are not used in the city, and are almost dead letter. At the Centennial the horse-car companies carried more freight than any cars in the country, and conductors were stealing just as much as they wanted to. The Punch Company took detectives from New York, but they were unsuccessful, until the *modus operandi* was tried here and a little fellow holding a subordinate position detected it."

Here the depot was reached and the conductor called away.—*New York Star*.

**Report of the Army Paymaster-General.**—The Paymaster-General N. W. Brown, U. S. A., has submitted his annual report to the Secretary of War. During the fiscal year ended June 30, 1907, the receipts were \$15,630,967.80, all of which amount was accounted for. The amount received during the year from soldiers' deposits was \$528,272.22; an increase of \$46,958.28 over the previous year. It is recommended that the laws which exempt from military duty officers who are absent more than thirty days—officers are reduced to half-pay by law as they are absent, especially in the case of those who are absent more than thirty days.

officers stationed in the extreme West, much of whose time on leave is taken in the travel east and back. The number of paymaster clerks should be increased to fifty-six in order to prevent delay of public business, and that they be classed as "civilian employees," and that their pay and compensation be regulated in the same manner as similar employees in the other staff departments of the army. For convenience and to save available expenditure it is recommended

at the appropriations for mileage, pay of tin-  
ny, and general expenses be consolidated and  
title. During the fiscal year the payments  
claimants for bounty, arrears of pay, prize mon-  
eys, due soldiers, both white and colored, has be-  
made. The payments devolved upon this bure-  
the act of March 3, 1879, have been prompt-  
atisfactory, and economical. The system of  
identification of claimants and placing the mon-  
in their hands seems as perfect as it can be made  
and no change is recommended.

**A Farewell Visit.**  
Yesterday afternoon General Walker made his farewell call at the Census Office building and said good-bye to the many friends he leaves there. Few men dissolve official relations for whom more sincere regret is felt than was manifested on this occasion. General Walker has proven himself to be a courteous and amiable gentleman, an official whose every act has been

inspired with thoughtful regard for his subordinates. Strictly just in action, exacting in all administrative requirements, he was that most remarkable of all combinations, a strict disciplinarian and a gentle and considerate superior. He takes with him the profound respect of his associates, and the kindest regards of his friends, who will give him their "God speed" in his going, and a hearty welcome whenever he visits Washington.

**An Additional Section.**  
Messrs. H. H. Gorringer, of New York; W. Slagle, of Iowa, and Thomas J. Minor, of Washington Territory, the Government commissioners recently appointed to examine two hun-

red miles of the Northern Pacific Railroad Washington Territory, were yesterday directed by Secretary Kirkwood to examine and report upon an additional section of twenty-five miles of route extending eastward into Idaho, which has been completed since the date of their appointment.